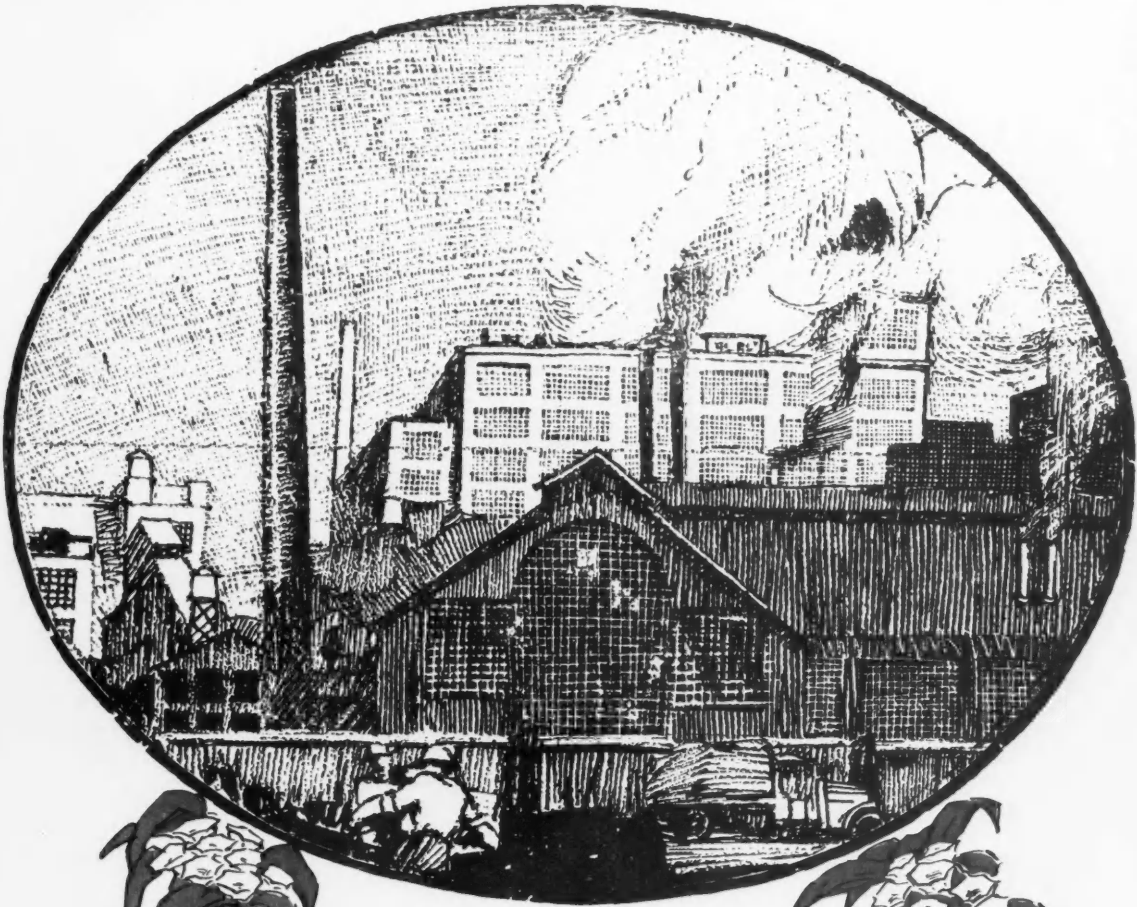


APRIL



CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.

1924

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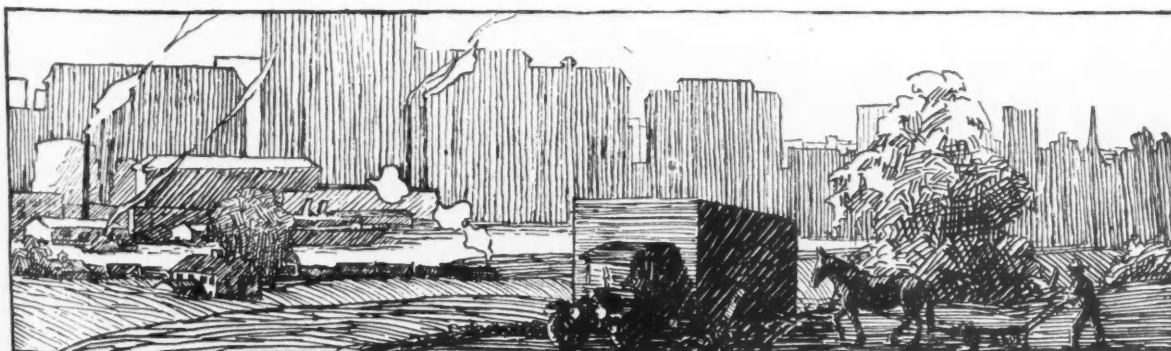
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"PROPAGANDA"

A great hue and cry has been raised by the gentlemen in Washington against so-called "propaganda." The radical press has taken up the cudgel insisting that all methods of enlightenment of representatives and senators as to national legislative needs must be discontinued. Screening their contentions behind the statement that the time of congressmen is at too great a premium to listen to the wishes of correspondents or interviewers. This element of the press seeks to make duly elected representatives irresponsible agents. It seeks to build a system whereby the desires and needs of citizens may be utterly disregarded.

Political platforms which form the basis of election of candidates count for little in governing the action of the representatives of the people. Besides the inherent weakness of such a basis, there remains the fact that platforms cannot be made sufficiently broad to cover all phases of legislation nor sufficiently specific to guide a representative in meeting the economic and social needs of his electors through support or rejection of legislative proposals. How, then, may the representatives of the people be guided in their actions? Our theory of representative government falls if constituents are to be prohibited or hindered in expressing their opinions.

The Manufacturers Association of Connecticut represents the vast majority of manufacturing interests in the State of Connecticut. Through them it speaks for a large proportion of the population of the state. The Association determines the wishes of its members as regards helpful legislation. It studies each bill introduced from the standpoint of industrial and social progress. It advises its members of the beneficial or detrimental effect, and after giving them complete facts advises them to express their ideas to their representatives in Congress.

As an organization which has for its purpose the development and maintenance of industry in Connecticut, the Association would be negligent in the duty which it owes to its members and to the state if it should fail to interest itself in legislation. Legitimate and open and above-board advice to senators and representatives cannot be discontinued as long as representative government exists. It must not be discontinued. No one will contend that congressmen can possibly familiarize themselves with twenty odd thousand bills, nor will it be said that the individual judgment of these men can in any way be compared with the combined judgment of all the citizens of a particular state. The senator or representative must have advice. Who is better able to give that advice than the people who are affected and in whose interest the senator or representative is to act.

Robert S. Hubbard

THE CONSTITUTION AND THE CITIZEN

Address of JAMES A. EMERY

Counsel, National Association of Manufacturers before the Farmer-Manufacturer Convention, Chicago

During 134 years of national life under a written Constitution, 3163 proposals have been offered for its amendment. The first ten amendments were, by circumstances and in point of time, regarded as part of the original proposal, for without the assurance of the acceptance of the severe limitations upon them placed upon the power of government, the Constitution would not have been adopted. During the course of our national life, we have, therefore, strictly speaking, accepted but nine amendments of the many proposed. Four of these have been added within the past ten years. Never, however, until the last session of Congress has an amendment been suggested the effect of which would relieve the legislature of every limitation upon the uncontrolled exercise of governmental power. Such is not the ostensible purpose of the proposal, but such is its inevitable consequence.

The proposal itself is quite simple. It is that Congress shall have power to reenact by a two-thirds vote any statute declared unconstitutional by the Supreme Court. Within such a simple suggestion is hidden the germ of political revolution.

In our conception, government is but the instrument through which a free people exert authority over themselves, secure the common defense and common interest and establish justice. It possesses no power save that which is conferred upon it, no authority save that which is conferred upon it and no authority save within the limitations with which its exercise is surrounded. The dominant creed of those who shaped this State was faith in the moral worth, capacity and dignity of the individual. They saw in the release of his powers, stimulated by opportunity and desire for betterment and guaranteed security in the fruit of effort, the energizing force of personal progress and national development. Organizing their political philosophy into a plan of government, they wrote in wisdom an instrument of restraint. To 79 express grants of power, they attached 115 prohibitions, and to 19 declarations of legislative authority they fastened 70 denials. Nor were these limitations the original suggestions of contemporary ingenuity. Every constitutional restraint, every specific prohibition, every check and balance, spoke their fear of unlimited power, their

knowledge of human nature and political history. They wrote into the Bill of Rights a thousand years of practical experience with every circumstance of government. They forbade the things that men of their blood had learned from death and persecution, on battlefield and scaffold, by prison and confiscation, destroyed liberty and denied a square deal to the common man. Each inhibition upon the exercise of political power barricaded some avenue through which kings or parliaments, dictators or protectors, executives or lawmakers, masters of the purse or sword, had invaded personal rights. "Every one," said Elihu Root, "stops a way through which the overwhelming power of government has oppressed the individual and may do so again if the way is opened." They are, indeed, but rules which may be repealed or modified, but our realization of their significance is the continuing test of our capacity for self-government. But they are practical tests by which we may immediately determine whether we are still the possessors of that necessary self-restraint through which a free people may alone "subject their own conduct to the control of declared principles of action."

But what would have been the value of the reservations of the particular rights of individuals or of the states unless a practical means had been created through which those limitations were to be interpreted and enforced whenever there was evidence of trespass upon them. The judicial power ultimately expressed in the Supreme Court was ordained and established to declare in any litigated conflict of right between a citizen and any legislative or executive set, whether such act was repugnant to the permanent will of the people expressed in their Constitution. If such repugnance existed, it must be evident that the agent was attempting to exercise a power which his principal had not only not granted but had refused. Mr. LaFollette's proposal is that whenever Congress disagrees with the Supreme Court in the interpretation of its power it shall be the final judge of what that power is. Is not this the end of all written restraint upon political power? For to disregard every express limitation upon the action of the legislature it is but necessary that it shall repeat its original offence. That which was originally

done without authority becomes lawful when the trespasser repeats the usurpation. No right of the individual to liberty or the fruit of his effort, property, may thus be retained save on the suffrance of the lawmaking power. Every distinction between the separate authorities of our three departments of government, a crowning glory of political achievement, may be obliterated. Every distinction between local and national government may be destroyed. That which was innocent when done, may be a crime by legislation after the fact. Jury trial may be refused; a state religion may be established; free speech and publication abridged or prohibited; the security of persons and premises against unlawful searches and seizures destroyed; any man tried as often as the lawmaking power pleases for the same offence, despite acquittal; bills of attainder passed at pleasure, and private property seized for public use without compensation.

These are, indeed, but passing illustrations of what would happen to our familiar restrictions upon legislative authority if Mr. LaFollette's proposal were accepted. It represents the very things which have happened in periods of political excitement or passion but the enforcement of which was frustrated through the protection of the citizen by the

judicial enforcement of constitutional limitation.

Literally, if such an amendment were adopted, it would become all there was of the Constitution, for there would be power, however specifically denied, that Congress could not exercise, even in the fact of a unanimous decision to the contrary by the Supreme Court, provided a two-thirds majority of the legislature joined in reasserting the authority which did not constitutionally exist.

So long as such a proposal were a part of the Constitution, no subsequent amendment could limit it and no previous amendment could restrain it. The proud guarantees of the Constitution to the citizen would be subject to the whims and caprices of a Congressional majority, for the judicial power would be impotent, judicial remedy would be at an end, the restraints of a written constitution would have disappeared, and we would have established in lieu of the government which we know the unrestrained control of an omnipotent Congress, requiring only the assent of two-thirds of its members to employ all the powers of government in any direction it pleased and for any purpose it liked.

A Note of Thanks to Members

The president of the Association addressed a message to all members in the March issue of Connecticut Industry. He solicited your aid in advising non-members of the work of the Association. The membership as a whole responded splendidly, if we are to judge by the results and the executive officers and staff deeply appreciate this spirit of helpfulness.

The form printed below is the regular membership application blank. Would you care to assist further by clipping the form and sending it, with a personal word, to a non-member in your locality? If you have misplaced your membership directory we shall be delighted to send you another copy.

TO THE MANUFACTURERS' ASSOCIATION OF CONNECTICUT, Inc.
50 LEWIS STREET, HARTFORD, CONN.

DATE

We hereby make application for membership in the Manufacturers' Association of Connecticut.

Name of Company

Address

Officers

Capitalization Total number of employees

Products

Address communications to:

DUES		
Employees	1- 50	\$15.00
"	50- 100	22.50
"	100- 250	37.50
"	250- 500	60.00
"	500- 750	75.00
"	750-1000	112.50
"	1000-2000	150.00
"	2000-5000	225.00
"	5000-7500	300.00
"	7500-over	375.00

Plus
20 cents
for each
employee

Signed

REPORT OF SPECIAL COMMITTEE APPOINTED TO SURVEY THE ASSOCIATION'S ACTIVITIES

At the request of the President of the Association, the Board of Directors in June, 1923 appointed a special committee charged with the task of surveying the activities of the Association. The purpose of this study was to ascertain whether or not, in the opinion of the committee, the Association was rendering to its members the best and most satisfactory service possible at a minimum expense. This committee, composed of Mr. C. F. Dietz, Chairman, President Bridgeport Brass Company, Bridgeport; Mr. J. P. T. Armstrong, Assistant Treasurer, Corticelli Silk Co., New London; Mr. C. E. Williams, Secretary and General Manager, William L. Gilbert Clock Co., Winsted; Mr. John Williams, Director of Industrial Relations, Yale & Towne Mfg. Co., Stamford; Mr. L. S. Horner, Vice-President, Acme Wire Co., New Haven, through Mr. Dietz submitted its report to the 1923 Annual Meeting of the Association.

Owing to the length of the report and the explanation of each item as discussed by the Board of Directors, it is impossible to distribute it broadcast. The majority of items contained in the suggestions of the special committee were adopted by the Board. There were, however, items of importance which were rejected by the Board of Directors due to the fact that conditions had so adjusted themselves during the period between the submission of the report and the inauguration of the 1924 budget that the suggestions were no longer applicable. However, a complete brochure containing the report, together with the votes and explanations concerning the application of the suggestions will be submitted to all members who request it.

The Board of Directors and officials of the Association were particularly in accord with the following recommendation of the special committee and wish especially to call it to the attention of members.

After a thorough analysis of the service rendered, the report stated that it was the opinion of the committee that this service was of the type well suited to the needs of the

Association's diversified membership and was being conducted at the lowest possible cost. The committee recommended that the service as established be continued. They felt, however, that the staff was being placed at a disadvantage and that the finances of the Association were suffering because of the fact that a large amount of time was required in the collection of delinquent dues. It was shown that a very large portion of the time of members of the limited staff was spent, particularly at certain times of the year, on the collection of delinquent accounts. The committee felt that the efforts so expended could much more profitably be given in the performance of direct service to members. In other words, the committee felt that it was unfair to cooperating members to spend the Association's finances in the collection of delinquent dues.

The committee accordingly recommended, and the recommendation was approved by the Board of Directors, that those firms which had not paid their membership dues in full within 90 days from the time the first statement for returns was requested, should be given 30 days' additional notice, after which time failure to comply should be considered sufficient reason for removing the firm's name from the membership list of the Association. It was understood, of course, that this applied only to firms which were found to be operating under normal conditions, and in no case would it be applicable when, in the opinion of the Executive Committee or Board of Directors other arrangements were justified. Such special arrangements would be made as they have been made in the past.

The real purpose of the recommendation was to strike from the Association's records firms which were unwilling to meet their obligations to the Association and to cooperate with it to the fullest measure of their ability.

The membership, the Board of Directors and the officers of the Association are deeply indebted to the chairman and members of the special committee who undertook this survey for the benefit of the Association.

ASSOCIATION ITEMS

ASSOCIATION MOVES OFFICES

As previously announced, on March 31, the Association will move to new offices at 50 Lewis Street, Hartford.

The building has recently been erected and is of brick Colonial construction, two stories in height. The Association will occupy space on the south side of the second floor, which, while practically the same size as the present offices,

NEW MEMBERS

During the past month the following new members have joined the Association: The Packer Manufacturing Company, Mystic, manufacturers of Packer's Tar Soap, and F. W. Barhoff, East Canaan, builders' lime.

DELEGATES TO MEETING OF AMERICAN ACADEMY

The Association has appointed the following members to represent it at the annual



FIFTY LEWIS STREET

will be far more conveniently arranged and will moreover afford proper fireproof protection. Telephone numbers will remain the same, 2-1157 and 2-1158.

Lease of the Association's present space expired on March 1, and while it could have been renewed, the officers and directors felt that the change offered many advantages.

Lewis Street is very centrally located and is moreover within a short distance of the railroad station, hotels and business section.

Members are again invited to take advantage of the conveniences offered them at the Association headquarters, where members of the staff are at all times at their service and telephones, etc. available.

meeting, of the American Academy of Political and Social Science to be held in Philadelphia May 16 and 17: Lucius S. Storrs, president, The Connecticut Co.; C. T. Treadway, vice-president, Horton Manufacturing Co.; Leonard S. Tyler, president, Acme Wire Co., and John Williams, Director of Industrial Relations, Yale & Towne Mfg. Co.

TAX COMMITTEE TO MEET IN EASTERN SECTION

A special meeting of the Committee on Finance and Taxation will be held in the eastern part of the state early this Spring. Members in that section, with guests, will be invited to meet with the committee and a further notice will be issued later.

INDUSTRIAL SERVICE

Incomes and the Cost of Connecticut Government

The close relationships existing between wages and incomes in general, and between the cost of government and the cost of living has prompted the compilation of some interesting data bearing on the matter of incomes and taxes. In the table below an attempt is made to indicate by a series of index numbers the changes in incomes in the United States and in the cost of Connecticut government.

CHANGES IN INCOMES IN THE UNITED STATES AND IN THE COST OF CONNECTICUT GOVERNMENT (1913—100)

Year	Incomes in the United States	Connecticut State and Local Taxes
1910	98	81
1911	104	86
1912	100	93
1913	100	100
1914	98	109
1915	103	115
1916	103	112
1917	87	94
1918	89	92
1919	90	91
1920	87	97
1921	93	161

The United States government has never taken a complete census of incomes. For various reasons income tax figures are not a sound basis for determining per capita income. For example, no return is required of single persons with incomes of less than \$1,000, nor of married persons having incomes under \$2,000, which leaves the Internal Revenue Department with only a partial record of a large group, whose aggregate incomes must be taken into consideration in a report of this nature. The National Bureau of Economic Research, however, has made an exhaustive study of the subject extending over the period from 1910 to 1919 and its estimates (on which the attached table is based) can be presumed to be fairly accurate.

The figures for the cost of Connecticut government, which comprise state revenues and the general property tax collected, are taken

from data compiled by the Association under the direction of Professor Fairchild, of Yale University, and submitted to the Finance and Taxation group conference at the last annual meeting. Both sets of figures were corrected to allow for changes in general price levels by means of the United States Bureau of Labor Statistics wholesale price index numbers. To keep state and local taxes in Connecticut on a basis comparable with per capita incomes, state revenues and general property tax collected were reduced to a per capita basis so that in all cases the changes indicated are "real"; that is, adjustments have been made for changes in general price levels and for growth in population.

The most significant conclusion to be drawn from this study is that incomes have not kept pace with the increase in the cost of being governed. While the study of incomes made by the National Bureau of Economic Research is not carried forward to 1921, the National Industrial Conference Board has estimated the incomes in the United States for the years 1920 and 1921 to be \$72 billion and \$50 billion, and on this basis the per capita income in the United States in 1921 was 5% lower than in 1910 from the standpoint of purchasing power. On the other hand, state and local tax collections in Connecticut practically doubled in the same period, even after allowing for changes in the purchasing power of the dollar and for growth of population. Furthermore, state revenues have increased still further since 1921, although they are not indicated in the table, because of the absence of comparable data on incomes.

A recent study of the National Industrial Conference Board shows that Federal tax collections in 1919 constituted 7.9 per cent of Connecticut's income. State and local taxes took another 5.2 per cent, so that altogether about 13% of the income of the state was diverted into tax channels.

According to this same study of the Conference Board the tax ratio in the vast majority of the states exceeded 10 per cent, although the general average was 10.3 per cent. In other words, the total tax bill in 1919 represented one-tenth of the national income. On a time basis, it has been estimated that the average citizen of the United States works about a month and a half out of each year to pay for the privilege of being governed.

TRANSPORTATION

FOURTH SECTION APPLICATION — I. C. C. DOCKET 12436

Members of the Traffic Committee appeared personally before Examiner Patterson at a hearing in New York in regard to fourth section application. It is the opinion of the members who were present that the Interstate Commerce Commission will not grant this appeal. Members of the Association were advised of this hearing and urged to submit data, as it will be recalled that middlewest manufacturers were asking for a reduction in commodity rates for freight originating west of the Indiana-Illinois state line. The granting of this appeal would have placed Connecticut manufacturers at a disadvantage.

REFUSAL OF I. C. C. TO SUSPEND DEMURRAGE RULE 8-E

The Interstate Commerce Commission has refused to suspend Demurrage Rule 8-E, which applies to sidings used by one or more industries. The Commission previously agreed to the publication of the note as to the allowance for delays occasioned by switching cars on to or from such sidings, such delay being caused by one of the industries using the siding. Rule 1, Item 3, however, has been suspended.

OVERLOADING OF MOTOR VEHICLES

The attention of the Traffic Committee has been called to the fact that approximately 30% of the trucks moving on Connecticut highways are loaded above rated capacity. The Association protests against such practice. Traffic conditions on the state highways can never be properly regulated and highways properly maintained unless this violation is discontinued.

B. & L. E. TIDEWATER COAL RATES

The efforts of the Sub-Committee on Rates of the Traffic Committee have been entirely successful in securing the establishment of the above rates. Members located on Long Island Sound points, New Haven, Bridgeport, South Norwalk, Stamford and Hartford have, since March 3, when the rates became effective, been able to ship coal from the above fields at a much lower rate.

HANDLING CHARGE AT NEW YORK CITY

Due to the efforts of the Traffic Committee of this Association a hearing was held on March 24 concerning the handling charge of 5

cents per hundred pounds on L C L freight and 54 cents per ton on carload freight at New York City and Philadelphia. This handling charge collected by the steamship companies, has been a great burden on manufacturers. There seems to be certain evidence that the charge will be removed.

REGISTRATION FEE MODEL "T" FORD CHASSIS

The Department of Motor Vehicles of the State of Connecticut has reduced the registration fee for model "T" Ford chassis to \$15. The fee paid in by approximately 10,000 owners of such commercial motor vehicles was \$22.50. The change in ruling will necessitate the refunding of approximately \$75,000 to the registrants in question. Your Association discussed this matter with the Highway Commission some time before the issuance of the ruling.

I. C. C. REMOVES SUSPENSION OF SECTION 28 — MERCHANT MARINE ACT

The Interstate Commerce Commission in December, 1920, suspended the operation of Section 28 of the Merchant Marine Act of 1920 upon certification of the U. S. shipping Board that there did not exist adequate shipping facilities under the American flag to supply bottoms in foreign commerce of the United States except for grain.

On February 27, 1924, the Shipping Board certified to the I. C. C. that adequate shipping facilities then existed between United States ports and the United Kingdom, Continental Europe, north of Bordeaux, the east coast of Asia, the islands of the Pacific, Australia, East India and Central and South America.

The Association has advocated the repeal of Section 28 due to the fact that under the discretionary provisions of the Section there would result discrimination as between ports. Atlantic coast ports would be directly affected through avoidance by foreign ships sailing for the Orient via the Panama Canal.

In accordance with the certification of the U. S. Shipping Board the I. C. C. on March 11, 1924, issued an order effective May 20, 1924. This order requires carriers to amend tariffs upon 15 days notice rather than the usual 30 days notice.

The Association believes that there is a possibility of a revision of Section 28 of the Merchant Marine Act. This belief is based

upon a statement of Commissioner Hall who points to the possibility of retaliatory action on the part of foreign countries. When making this statement Commissioner Hall, speaking for the Commission, stated that Congress should take action before the section becomes effective on May 20. It has also been pointed out by experts that the application of the section would undoubtedly tend to lessen the number of vessels serving ports other than New York, Philadelphia, Baltimore and Norfolk and would tend to increase rates through such other ports. This would in turn, concentrate traffic in ports which are already congested and would deprive shippers of necessary facilities. In commenting upon the certification of the Shipping Board in regard to the exception of grain, Commissioner Hall stated that there is closer relationship between the rates on grain and grain products and flour and other products would take export rates lower than the domestic basis only when shipments are moved beyond the port in American bottoms. This would result in a handicap to American millers who compete with foreign millers buying American grain since the latter would be able to take advantage of lower ocean rates to foreign ports under foreign flags. It is entirely unlikely that the railroads would cut the domestic rates and the Interstate Commerce Commission cannot require them to do so except that after a formal proceeding the domestic rates are proven to be unreasonable or unlawful.

INTERCHANGEABLE MILEAGE RATES REOPENED

The Supreme Court of the United States rendered an opinion in regard to the order of the Interstate Commerce Commission concerning interchangeable mileage coupon books. This was in answer to an appeal on the part of the railroads and as a result the order was vacated. The Court held that the order was not justified by the records in the case.

There have, however, been other developments and the proceeding has been assigned for rehearing beginning June 4, at Washington, before Commissioner Myers. It will be recalled that the Commission's original order on this case would have required the railroads to furnish passenger transportation on mileage books at 20% below the regular ticket fare.

LONDON DOCK STRIKE AFFECTS CONNECTICUT INDUSTRIES

Due to the recent dock strike at a number of United Kingdom ports, the United States Shipping Board and foreign steamship lines

have incorporated in their bills of lading strike clauses which would absolve these carriers from liability. The clause in question provides that if on account of weather, strikes, lockouts, or other labor troubles, whether of the carriers' employees or others, beyond the control of the carrier, it shall be deemed impossible or unsafe, in the opinion of the master or carrier, to unload goods in whole or in part, at the port of discharge or delivery, the same may be carried to the next convenient and safe port of discharge for transshipment to destination, or retained on board for delivery upon return, at the master's or carrier's option, but at the risk and expense of the goods and their owner. If goods are landed at the next convenient and safe port, advices mailed to the consignee shall be considered under this agreement as proper delivery of said goods.

The Association is making every effort to have this clause removed, as it holds that the application of such a clause is contrary to the provisions of the Harter Act and cannot relieve the ship owner from liability. The Harter Act makes it unlawful for the ship owner to insert in the bills of lading any clause relieving him from liability for loss or damage arising from negligence, fault or failure in proper loading, stowage, custody, care or proper delivery of any or all property committed to his charge.

CONNECTICUT REPRESENTATION ON THE ST. LAWRENCE—GREAT LAKES WATERWAY PROJECT

The personnel of the committee does not include a New England representative. The Association has been in direct touch with President Coolidge and with Secretary Hoover, setting forth the importance of this project to New England interests and has urged the appointment of a New England member.

ATTENTION OF ENGINEERING DEPARTMENTS

It is possible that you have not seen the notice concerning the Research Department which has been established by the Association. A copy of the pamphlet was sent to your organization last month and we shall be glad to furnish you with another copy should you wish it.

As an engineer you will be interested and we shall deeply appreciate the advice of practical engineers in regard to the details of the plan.

NEWS OF THE TRADES

NOVELTY MANUFACTURING COMPANY ABSORBED BY RISDON

The Risdon Manufacturing Company of Naugatuck has acquired the properties and assets of the Novelty Manufacturing Company also of that city. The plant will be operated by the new owners on a larger scale and will be known as the Novelty Manufacturing Company, Division of the Risdon Manufacturing Company.

CONNECTICUT POWER COMPANY PURCHASES BOSS FACTORY

The C. D. Boss factory in New London, where the famous Boss milk crackers were originally made before the rights were sold to the National Biscuit Company, has been purchased by the Connecticut Power Company.

LANDERS OPEN BOX FACTORY

Landers, Frary and Clark of New Britain have installed machinery for making paper boxes in their New Hartford plant and will supply all their departments.

FIFTY YEARS WITH NEW HAVEN CLOCK COMPANY

Officials and employees of the New Haven Clock Company recently tendered a reception to their president, Edwin P. Root, in honor of his fifty years of service with that concern. Mr. Root was also given a very handsome gold watch.

BIGELOW-HARTFORD COMPANY BUILDS

Announcement has been made by the Bigelow-Hartford Company of Thompsonville of their intention to erect an addition to their present plant, which will house approximately 48 looms. That portion of the plant known as the Lozier building will be torn down to make room for the new structure which will be 65 by 200 feet.

STATE LAUNDRY OWNERS MEET

The Connecticut Laundry Owners' Association held its winter meeting recently at the Hotel Garde in New Haven. About 250 were present, including members and guests from various points in New England and New York.

LUMBER DEALERS HOLD ANNUAL CONVENTION

The thirty-second annual convention of the Lumber Dealers' Association of Connecticut was recently held in Bridgeport. Resolutions were passed favoring the adoption of standard sizes of lumber agreed upon at the standardization conference in Washington. W. J. Riley, treasurer of the Hartford Lumber Company, was elected a director.

FOX GENERAL MANAGER OF BILLINGS & SPENCER

Arthur W. Fox, vice-president and general manager of the Johns-Pratt Company, Hartford, has been elected vice-president and general manager of the Billings and Spencer Company, also of that city. Mr. Fox will for the present manage both plants.

MARLIN ROCKWELL BUYS GURNEY PLANT

The Marlin Rockwell Corporation has purchased the Gurney Ball Bearings Company of Jamestown, New York.

WORTH THINKING ABOUT

A farmer in Lancaster, Ohio, died recently, leaving an estate valued at \$16,000. His will provided that all his property should be converted into cash and turned over to the Government of the United States, "in gratitude for a life of liberty and happiness spent under the Stars and Stripes."—*Meriden Journal*.

NEW INCORPORATIONS

Among firms newly incorporated in Connecticut are : W. T. Edwards Company, New Britain; Allan Lock Company, New Haven; Special Machinery Company, Bridgeport; Auto-Brite Manufacturing and Sales Corporation, New Haven; Topsall Manufacturing Company, New Haven; Coffey Laundries, New Haven; Colchester Leather Novelty Company, Colchester; Sports Goods Manufacturing Company, New Haven.

EDWARD MILLER COMPANY MERGER

One of the largest mergers of lighting fixtures concerns was recently effected when the Edward Miller Company of Meriden was joined with the Duplexalite Corporation of New York and the Ivanhoe Regents Works of Cleveland. The total assets are \$5,000,000 and the general offices and headquarters will be at the Edward Miller plant. The new concern will be known as The Miller Company, Incorporated.

FEDERAL LEGISLATION

Among important actions taken recently by Congress is the insertion in the tax bill of an amendment introduced by Congressman Moore and amended by Congressman Tilson, which gives the Senate Finance Committee, the Ways and Means Committee or a special Committee from either house the right to inspect tax returns of corporations. The original Moore amendment, before amended by Congressman Tilson, gave this right to any Congressional committee.

The Association has recorded its opposition to this provision which it is felt infringes upon the rights of citizens of the United States.

The so-called Winslow Bill, originally entered as H. R. 4517 (February "Connecticut Industry") has been slightly amended and favorably reported as H. R. 7034. The bill it will be recalled establishes a Foreign Commerce Service in the Department of Commerce and this Association has favored its passage.

Senate 2113 (March "Connecticut Industry") authorizing the Department of Commerce to compile additional cotton statistics, including spindle hours, etc. has been reported favorably.

The Association has recorded itself as favoring S. 2054 (February "Connecticut Industry") and H. 6058 (March "Connecticut Industry") two measures which have been introduced to correct existing conditions in the collection of overcharges by shippers and undercharges by carriers on freight shipments. Members were also asked in Traffic Bulletin 213 to advise Connecticut senators and representatives and Senator Ellison D. Smith, Chairman of the Senate Committee on Interstate Commerce, of their views on this matter.

At the time of going to press the Senate has materially changed the Immigration Bill, placing the quota at 2%, based on the census of 1910. All exemptions have been stricken out and it is estimated that the plan will hold down immigration to about 248,000 as compared with 354,000 entering on the basis of 3% of the 1890 census.

The pollution of streams situation is being closely followed by the Association but owing to the absence from Washington of Representative Dempsey, chairman of the Rivers and Harbors Committee, there have been few new developments, with the exception of the introduction of one more bill.

Among bills of importance introduced since

the publication of last month's list, are the following:

BONUS, INSURANCE, ETC.

H. R. 7105 (Andrew) — \$625 for overseas and \$500 for other service. Adjusted service insurance policy.

H. R. 7272 (Fish) — Creating "Veterans' Endowment Insurance Fund" through 20-year Endowment policies.

H. R. 7312 (Langley) — To increase pensions of those disabled in service.

H. R. 7320 (Johnson) — Amending War Risk Insurance and other acts.

H. R. 7495 (King) — Refunding to veterans and absorbing losses on Liberty Bonds.

H. R. 7497 (Tilson) — Adjusted compensation.

H. R. 7499 (Andrew) — Same.

H. R. 7552 (Fitzgerald) — Same.

H. R. 7693 (Jacobstein) — Same.

H. R. 7701 (Griffin) — Refunds to veterans.

H. R. 7732 (Sabath) — Adjusted compensation.

H. R. 7845 (Kahn) — Amending Section 210 of War Risk Insurance Act.

EDUCATION

H. R. 5478 (Dallinger) — Continues appropriation of \$1,000,000 annually for three years.

S. 2590 (Fess) — Continues appropriation of Vocational Education Act of \$1,000,000 annually for three years.

FORESTRY

S. 2514 (Capper) — Forestry Conservation Act of 1924 to promote conservation, extend forests, raise revenue from forest products, etc.

FUTURE TRADING

H. R. 7695 (Sanders) — To prevent future trading in cotton.

IMMIGRATION

S. 2576 (Reed) — Base quota of 200 on census of 1910.

H. R. 7178 (Cable) — Admitting husbands, wives and minor children without regard to quota.

H. R. 7491 (Johnson) — To establish a Bureau of Naturalization and Immigration.

H. R. 7684 (Aswell) — To limit, select and regulate immigration.

H. R. 7851 (Sutherland) — To amend act to establish Bureau of Naturalization and Immigration.

LABOR

H. J. Res. 173 (Wolff) — Regulating employment of persons under 16.

H. J. Res. 184 (Foster) — Regulating employment of persons under 18.

S. 2646 (Howell) — Prompt settlement of disputes between carriers and employes.

H. R. 7358 (Barkley) — Same.

H. R. 7698 (Wolff) — To regulate transportation of labor to point where labor disturbance is in progress.

MOTOR VEHICLES

S. 2601 (Capper) — Authorizing Secretary of War to turn over \$32,500,000 worth of tractors, trucks, etc. to Agricultural Department for road building.

H. R. 7311 (Fenn) — All motor vehicles hereafter manufactured to be registered by manufacturer with Government.

PATENTS AND TRADE MARKS

S. 2387 (Ernst) — Interdepartmental Patents Bureau.

S. 2388 (Ernst) — Where granting of patent is prejudicial to national defense President is authorized to secure it for Government.

S. 2600 (Dill) — Amending Copyright Act.

S. 2601 (Capper) — Providing for registration and protection from infringement of original designs.

S. 2679 (Ernst) — To protect trade marks, authorized registration, etc.

H. R. 7273 (Lampert) — Same as S. 2387.

POLLUTION

S. 2414 (Ransdell) — Prohibiting oil pollution.

SALES, CONTRACTS, ETC.

H. J. Res. 178 (Wolff) — Defrauding Government in time of war to be treason.

H. R. 6871 (Graham) — To protect interstate and foreign commerce from sales by bribery.

H. R. 6915 (Larson) — Amending Section 9 of Clayton Act in regard to penalties for embezzlement by employes of carriers.

TARIFF

S. 2435 (Fletcher) — To benefit American producers and encourage foreign commerce.

S. 2483 (Gooding) — Repeal section of Tariff Act which allows President to change rates and duties to meet varying conditions.

TAXATION

H. J. Res. 193 (Oliver) — Relating to taxing securities issued by states.

S. 2549, 2550, 2551 (Copeland) — Repealing excise taxes on autos, auto trucks, auto trucks, wagons, tires, tubes, etc.

H. R. 5733 (Keller) — Levying special excise tax on land holdings of more than \$10,000.

H. R. 5734 (Keller) — Increasing maximum estate tax to 50% at \$100,000,000 payable in bonds, if desired.

H. R. 5735 (Keller) — Distinguishing between earned and unearned income, differentiating in normal and surtax rates, etc.

H. R. 5736 (Keller) — Repealing certain sections of Revenue Act of 1921.

H. R. 7784 (Chindblom) — For reduction of income tax payable in 1924.

TRANSPORTATION

S. Res. 124 (Gooding) — Investigating amounts spent by railroad for propaganda.

H. J. Res. 196 (Foster) — Authorizing payment of loss or damage claims incurred at time of Federal control.

H. J. Res. 198 (Cleary) — Similar to 196.

S. 1499 (Harris) — Prohibiting use of wooden cars between steel cars. (Favorably reported.)

S. 2711 (Copeland) — Prohibiting surcharge on Pullman and parlor car rates.

H. R. 7080 (Shallenberger) — Prohibiting surcharge in connection with parlor or sleeping car accommodations.

H. R. 7147 (Boyland) — Same as 7080.

H. R. 7181 (Sutherland) — Placing carriers by water under jurisdiction of I. C. C.

MISCELLANEOUS

H. J. Res. 149 (Dyer) — Amending China Trade Act of 1922.

S. 2570 (Jones) — To establish foreign trade zones, encouraging foreign commerce, etc.

H. R. 7034 (Winslow) — New number for revised Winslow bill (H. R. 4517, February) for creation of Foreign Commerce Service in Department of Commerce.

CONNECTICUT'S FOREIGN TRADE

By O. K. DAVIS

Secretary, National Foreign Trade Council

Connecticut manufacturers are following with interest plans for the Eleventh National Foreign Trade Convention to be held in Boston on June 4, 5 and 6, under the auspices of the National Foreign Trade Council. This is the first time the convention has been held in New England.

New England is the birthplace of American foreign trade and for nearly three centuries has held a leading place in our commercial intercourse with other nations. Its foreign trade began with the exportation of raw materials with which to pay for the manufactured articles the young American colonies were compelled to import. Then its people began to manufacture and, guided by the trading spirit they have manufactured in increasing volume ever since. Connecticut alone now does more business in a day than the whole of New England once did in a generation and Connecticut we believe has only just begun.

A very large share of the country's brass and bronze products, hardware, sterling and plated silverware, firearms and ammunition is produced in Connecticut and the state also has an extensive output of foundry and machine shop products, hats, silks, corsets, carpets and a thousand and one miscellaneous products which are sold the world over.

Industrially Connecticut ranks first among the states in the fur felt hat industry, fourth in silk, sixth in cotton and sixth in woolens. Domestic cotton contributes about 19% of the total value of products of the manufacturing enterprises of the state and much of this is sold abroad.

In the calendar year 1923 Connecticut sold abroad \$2,500,000 worth of hats and caps. It likewise had a share in the \$11,000,000 worth of silk goods and in the \$8,000,000 worth of woolen goods sold abroad.

Connecticut, heir to Yankee inventiveness, sells abroad brass, bronze, and copper products, buttons, automobile bodies and parts, rubber tires, tubes, rubber goods, boots and shoes, clocks and watches, clothing, electrical machinery, musical instruments, billions of needles, pins, hooks and eyes, screws, firearms and ammunition, soap, glassware, foundry and machine shop products.

Without imports the silk industry of Connecticut would be non-existent. Much the same is true of the woolen and worsted industry. These two industries are under the

necessity of going to the Far East, particularly Japan, for the raw silk to feed their mills and to Australia and Argentina and Asia for raw wool supplies.

Not one of the great industries of Connecticut can run profitably without steadily drawing on foreign countries for its raw materials, or for its sales after the raw materials are converted. Other than those named, such industries include cordage and twine, cotton goods, cotton laces, cotton small-wares, felt goods, fur felt hats, knit goods, silk goods, woolens, worsted and wool shoddy.

In the calendar year 1923 the United States imported over \$300,000,000 worth of raw silk, and \$130,000,000 worth of raw wool, and Connecticut drew proportionately on these supplies.

PARCEL POST TO CANADA

Effective April 1, parcel post packages mailed in Canada for the United States or in the United States for Canada, must be accompanied by a customs declaration. This does not apply, however, to parcels weighing 4 ounces or less, paid for at the rate of 1 cent for each ounce or fraction thereof.

CERTIFICATES OF ORIGIN ON SPANISH SHIPMENTS

The Department of Commerce has called attention to the importance of exact phraseology in certificates of origin accompanying shipments to Spain. It is essential that the wording of these certificates conform absolutely to the official Spanish customs classification of the product.

A number of shipments are now being held in the Spanish customs because of the failure of American shippers to comply with this regulation.

AUSTRALIA APPLIES DUMPING DUTY ON PIANOS

Under authority of the Preservation of Industries Act, the Australian government has applied dumping duties to shipments of pianos imported from the United States, on the ground that these are being sold to Australian importers at less than the fair market value of the goods in the United States.

SPAIN PROHIBITS PURCHASE OF FOREIGN CURRENCIES

Spanish banks, by order of the government have been forbidden purchasing foreign currencies. No paper can be negotiated unless they have proof that it is based on merchandise.

SALES EXCHANGE

In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

FOR SALE

- 15—Cooper—Hewitt mercury vapor lamps, some with direct and some with alternating current.
Address S. E. 80.
- 1—Elliott Addressing machine, foot power. Used only slightly and is practically good as new.
Address S. E. 81.
1. Putnam lathe, 16" x 8". Price \$50.
2. 4—Briggs milling machines \$100 each.
3. 8—Fay Automatics, 14", equipped with 10" air chuck and air cylinder. Price \$250 each.
4. Davis cutting-off machine, 3". Price \$25.
5. Dwight slate marking machine No. 3. Price \$10.
Address S. E. 78.
1. 220,000 iron machine screws 6-32 x 3/8".
French head, rolled thread, brass plated, not polished.
2. 148,000 iron machine screws, 6-32 x 13/16 round head, rolled thread, taper pointed, brass plated, not polished.
3. 93,000 iron machine screws, 6-32 x 1 1/8" round head.
4. 600 iron machine screws, 4-36 x 7/8 flat head.
Address S. E. 79.

FACTORY PROPERTY FOR SALE OR RENT

1. Manufacturing or storage space in Hartford. Heated, equipped with elevators and thoroughly modern in every respect. 7,200 sq. ft. on one floor and basement of same size. Also 2 one-story buildings containing about 2,000 sq. ft. each.
2. Factory buildings of brick construction, located in Bristol. Three stories high and contain approximately 28,000 sq. ft. of floor space. Centrally located, on railroad. Steam heat, electric lights, gas and good toilet facilities. Good erecting shop as a part of the plant. Available immediately.
3. Factory property in Greenville section of Norwich. Approximately 50,000 sq. ft. in three buildings, one 110' x 40', 2 floors; one 200' x 30', 1 floor; one 200' x 50', 3 floors. Brick mill construction, sprinkler system, electric lights and steam heat. About 2 acres of land and private siding on N. Y., N. H. & H. Railroad.

EMPLOYMENT SERVICE

This department is open to all members without charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

ACCOUNTANT—Familiar with manufacturing methods, cost, production, etc. With J. P. Morgan & Co., 6 years; with Thomas A. Edison Co., 1 year; 4 years with public accountants and has also devoted time to personnel work. Because of long residence there is interested in development of foreign trade in West Indies and South America. Address P. W. 109.

PRODUCTION MANAGER—Member American Society of Civil Engineers. Early training in railroad and terminal engineering and contracting. 12 years with Connecticut metal manufacturing concerns on work which included construction, maintenance, salvage, production supervision, liquidation of inventories, etc. Present desire for position due to changed business conditions. Address P. W. 110.

TRAFFIC CLERK—American, age 26. Trained in traffic department of large Connecticut concern. Ex-service man with U. S. Veterans Bureau and will be available about June 1. Prefers Hartford or vicinity. Address P. W. 111.

SALES MANAGER—Formerly connected with Connecticut concerns as secretary and factory manager. At present sales manager of Ohio firm making cast iron household goods and light hardware. Family resides in Connecticut and wishes to return here. Address P. W. 112.

OFFICE ASSISTANT—Graduate of Rutgers, 1921. 2 years of general business experience including personnel, employment, estimating on construction work, costs, etc. At present with builders' supply company as secretary and assistant to superintendent. Address P. W. 113.

OFFICE ASSISTANT—Graduate of Wesleyan 1923. Studies chiefly technical but also included accounting and business administration. Seeks position preferably with manufacturer of electrical goods. Address P. W. 114.

OFFICE EXECUTIVE—Vice-president and treasurer of concern in south until operating lease expired and business changed hands. Previous experience in Connecticut and desires position now in general office capacity where opportunity of advancement is offered. Address P. W. 107.

